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1-13. (CANCELED)

14. (CURRENTLY AMENDED) A device for permanently monitoring a ground for safety purposes and for preventing a risk of electrical shock to passengers on a self-guided public transportation vehicle utilizing electrical energy as a driving force and running on tires along a metal guide rail supported on a surface, the metal guide rail being connected as a ground and the vehicle using at least one self-guiding assembly governing a movable directional assembly with at least one guide wheel traveling along the metal guide rail, the device being incorporated into the vehicle to prevent the risk of electrical shock to passengers of vehicle, the device comprising:

at least two electrical contact elements contacting the grounded metal guide rail wherein the contact elements are separated from one another and in contact with the metal guide rail and the contact elements together with a portion of the guide rail extending between the contact elements forming a safety loop supplied from a low voltage electrical generator with terminals (BT+ and BT-) connected to the safety loop; and

a current passage detector connected to the safety loop and detecting a current flowing in the safety loop and furnishing a signal indicating whether the safety loop is one of open or closed depending upon whether electrical contact at a level of the contact elements is one of satisfactory or unsatisfactory, and when the electrical contact is unsatisfactory, the signal causing at least one of safety elements to be engaged.

15. (PREVIOUSLY PRESENTED) The device according to claim 14, wherein at least one of the at least two electrical contact elements is supported by the self-guiding assembly.

16. (PREVIOUSLY PRESENTED) The device according to claim 14, wherein the low voltage electrical generator generates a continuous low voltage.

17. (PREVIOUSLY PRESENTED) The device according to claim 16, wherein the low voltage electrical generator generates a continuous low voltage of 24 volts.

18. (PREVIOUSLY PRESENTED) The device according to claim 14, wherein a first contact elements is electrically connected to a chassis and to a negative terminal (BT-) of the electrical generator and the other contact elements is connected to a

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positive terminal (BT+) of the generator through the detector, while the negative terminal (BT-) of the generator is connected to the chassis.

19. (PREVIOUSLY PRESENTED) The device according to claim 14, wherein a first contact elements is electrically connected to a negative terminal (BT-) of the electrical generator and a second contact element is connected to a positive terminal (BT+) of the generator through the detector, while the positive terminal (BT+) is connected to a chassis.

20. (PREVIOUSLY PRESENTED) The device according to claim 14, wherein each of the contact elements is one of a sliding or friction shoe (28, 29) that is displaced along the metal guide rail (2).

21. (PREVIOUSLY PRESENTED) The device according to claim 14, wherein the detector is a coil (33) of an electromagnet which actuates contacts of an interrupt switch (34).

22. (PREVIOUSLY PRESENTED) The device according to claim 15, wherein the contact elements are longitudinally attached on either side of at least one guide wheel.

23. (PREVIOUSLY PRESENTED) The device according to claim 14, wherein the contact elements are attached sequentially one behind the other on a chassis at a front of a series of the vehicles.

24. (PREVIOUSLY PRESENTED) The device according to claim 14, wherein the safety loop is provided at a front of a series of the vehicles with the low voltage electrical generator (BT+ and BT-) and another safety loop at a rear of the series with another low voltage electrical generator (BT+ and BT-).

25. (PREVIOUSLY PRESENTED) The device according to the claim 24, wherein the negative terminals (BT-) on the low voltage electrical generator are connected to each other and to a chassis.

26. (PREVIOUSLY PRESENTED) The device according to claim 24, wherein the negative terminals (BT-) on the low voltage electrical generators are connected to each other and the positive terminals (BT+) are connected to each other and to a chassis.

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27. (PREVIOUSLY PRESENTED) The device according to claim 14, wherein when the electrical contact is unsatisfactory the device also applies safety measures.

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